

IN THE CLAIMS

Please amend the claims as follows:

1. **(Currently Amended)** A vehicular suspension system, comprising:
 - a suspension arm that vertically movably supports a knuckle; and
 - a coil spring with a lower end supported on the suspension arm and an upper end supported on a vehicle body,

wherein the lower end of the coil spring is lower than a support part that connects the suspension arm is supported on to the vehicle body when no load other than the vehicle body weight is applied to the coil spring, and the lower end of the coil spring is on a laterally inner side of the vehicle relative to the upper end of the coil spring.

2-3. **(Canceled)**

4. **(Previously Presented)** A vehicular suspension system, comprising:
 - a suspension arm that vertically movably supports a knuckle, wherein the knuckle rotatably supports an axle and rotates rearward when a rear wheel rebounds; and
 - a shock absorber, wherein a lower end of the shock absorber is disposed coaxially with a coil spring and is connected to the knuckle forward of an axle of the rear wheel.

5. **(Currently Amended)** A vehicular suspension system, comprising:
 - a suspension arm that vertically movably supports a knuckle;
 - a coil spring having opposite ends supported in a lower spring seat on the suspension arm and in an upper spring seat on a vehicle body,

wherein the lower end of the coil spring is lower than a support part that connects the suspension arm to the vehicle body and the coil spring has a middle body section that is curved along an axis between the centers of the lower spring seat and upper spring seat when no load other than the vehicle body weight is applied to the coil spring.

6. **(Previously Presented)** The vehicular suspension system of Claim 5, wherein an angle formed by an upper spring seat supporting the upper end of the coil spring and a lower spring seat supporting the lower end of the coil spring at a time of maximum rebound of a wheel supported by the knuckle is equal to or less than an angle formed by the upper spring seat and the lower spring seat at a time of maximum bump.

7. **(Previously Presented)** The vehicular suspension system of Claim 6, wherein a straight line running through centers of the upper and lower spring seats is orthogonal relative to the upper and lower spring seats during the time of maximum rebound.